

Proposed Final

Environmental Impact Report for the

Transportation 2035 Plan



Planning Committee
April 10, 2009

EIR Purpose and Scope

- Discloses range of environmental impacts from the implementation of the Draft Transportation 2035 Plan (“Project”)
- Recommends measures to mitigate any potential adverse regional impacts identified
- Evaluates a reasonable range of potentially feasible alternatives to the Draft Transportation 2035 Plan

EIR Consultation

- Notice of Preparation (NOP) issued on February 19, 2008
- Two public/agency scoping meetings held on March 10 and March 13, 2008
- MTC/ABAG/Caltrans and Tribal Governments consultation meeting held on October 3, 2008
- Meeting with Attorney General's Office held on October 31, 2008
- Meeting with Federal, State, Tribal, land management, wildlife and regulatory agencies to discuss draft mitigations held on November 12, 2008
- Two public hearings on Draft Transportation 2035 Plan & Draft EIR held on January 27, 2009 in San Francisco and January 28, 2009 before the Commission
- MTC reviewed and responded to agency and public comments on Draft EIR (45-day public review - Dec. 19, 2008 - Feb. 2, 2009)

Issue Areas

- Transportation
- Air Quality
- Climate Change and Greenhouse Gas Emissions
- Land Use, Housing and Social Environment
- Energy
- Noise
- Geology and Seismicity
- Water Resources
- Biological Resources
- Visual Resources
- Cultural Resources
- Growth-Inducing Impacts

Key Transportation, Air Quality and Greenhouse Gases Impacts

(T-2035 Plan compared to 2006 Existing Conditions*)

Beneficial Impacts

- Improves number of jobs accessible by autos and transit
- Reduces criteria pollutants emissions (ground-level ozone and carbon monoxide)
- Reduces carbon dioxide emissions from motor vehicles

Less Than Significant Impact

- Results in a 4.4 percent increase in vehicle miles traveled (VMT) per person

Significant Cumulative Impact, Project Contribution Not Cumulatively Considerable

- Increases VMT at Level of Service F due to regional growth
- Increases fine and coarse particulate emissions due to regional growth

*A comparison between the 2035 Project and 2006 Existing Conditions shows impacts that are largely attributable to the cumulative regional growth impacts that affect travel demand rather than the impacts of implementing the Transportation 2035 Plan

Key Transportation, Air Quality and Greenhouse Gases Impacts

(T-2035 Plan compared to 2035 No Project*)

All Beneficial Impacts

- Improves number of jobs accessible by autos and transit
- Reduces criteria pollutant emissions (ground-level ozone and carbon monoxide)
- Reduces carbon dioxide emissions from motor vehicles
- Reduces VMT per person
- Reduces VMT at LOS F for all facilities
- Reduces fine and coarse particulate emissions

*A comparison between the 2035 Project and 2035 No Project differentiates the impacts of implementing the Transportation 2035 Plan from the cumulative regional growth impacts that affect travel demand and are largely independent from the Transportation 2035 Plan

Alternatives Evaluated

- No Project Alternative
- Heavy Maintenance/Climate Protection Emphasis Alternative
- Heavy Maintenance/Climate Protection Emphasis Alternative + Pricing
- Heavy Maintenance/Climate Protection Emphasis Alternative + Land Use

Alternatives' Environmental Performance Relative to Draft Transportation 2035 Plan

Held to the same standards as the Draft Plan, all alternatives are likely to result in the same significant and unavoidable impacts as the Draft Plan, as follows:

- VMT at LOS F
- Construction-related Emissions of Criteria Pollutants
- PM_{2.5} and PM₁₀ emissions
- Conversion of Prime and Important Farmland to Transportation Use
- Short-Term Community Disruption
- Noise Levels along Some Travel Corridors
- Adverse Effects on Special Species
- Conversion of Undeveloped Land Contributing to the Removal or Fragmentation of Habitat Area
- Degradation of Visual Resources

Environmentally Superior Alternative

- Heavy Maintenance/Climate Protection Emphasis + Pricing is the environmentally superior alternative because:
 - Superior performance in energy and climate change areas
 - More potential flexibility of applying and adjusting pricing controls to current needs
 - Nearer-term benefits compared to land use changes
- Feasibility of Pricing Mechanisms?
 - New pricing strategies subject to legislative or voter approval
 - Commission decides if alternative meets reasonableness test and is consistent with Transportation 2035 goals and objectives

Comments on Draft EIR

- MTC should rethink prior commitments, particularly funding for transit and roadway expansion projects
- ‘No Project’ definition is not adequate under CEQA; MTC should exclude select transit and roadway expansion projects from the No Project alternative
- Alternatives analysis should consider other alternatives, such as:
 - An alternative that maximizes greenhouse gas emission reductions
 - Project + Pricing
 - Project + Land Use
 - Project + Pricing and Land use
 - A Heavy Maintenance/Climate Protection Emphasis + Both Pricing and Land use
- MTC should implement the Heavy Maintenance/Climate Protection Emphasis + Pricing alternative

Certification of Final EIR

- Prior to taking action on the Transportation 2035 Plan, MTC must certify that:
 - Final EIR has been completed in compliance with the CEOQA;
 - The Commission reviewed and considered the information contained in the Final EIR prior to considering the proposed Project; and
 - Final EIR reflects the independent judgment and analysis of the Commission.
- Final EIR is accompanied by:
 - Findings and Facts in Support of Findings
 - Statement of Overriding Considerations
 - Mitigation Monitoring Program
- Staff Recommendation:
 - **MTC Resolution No. 3892** certifies the Final EIR